BookletChart™

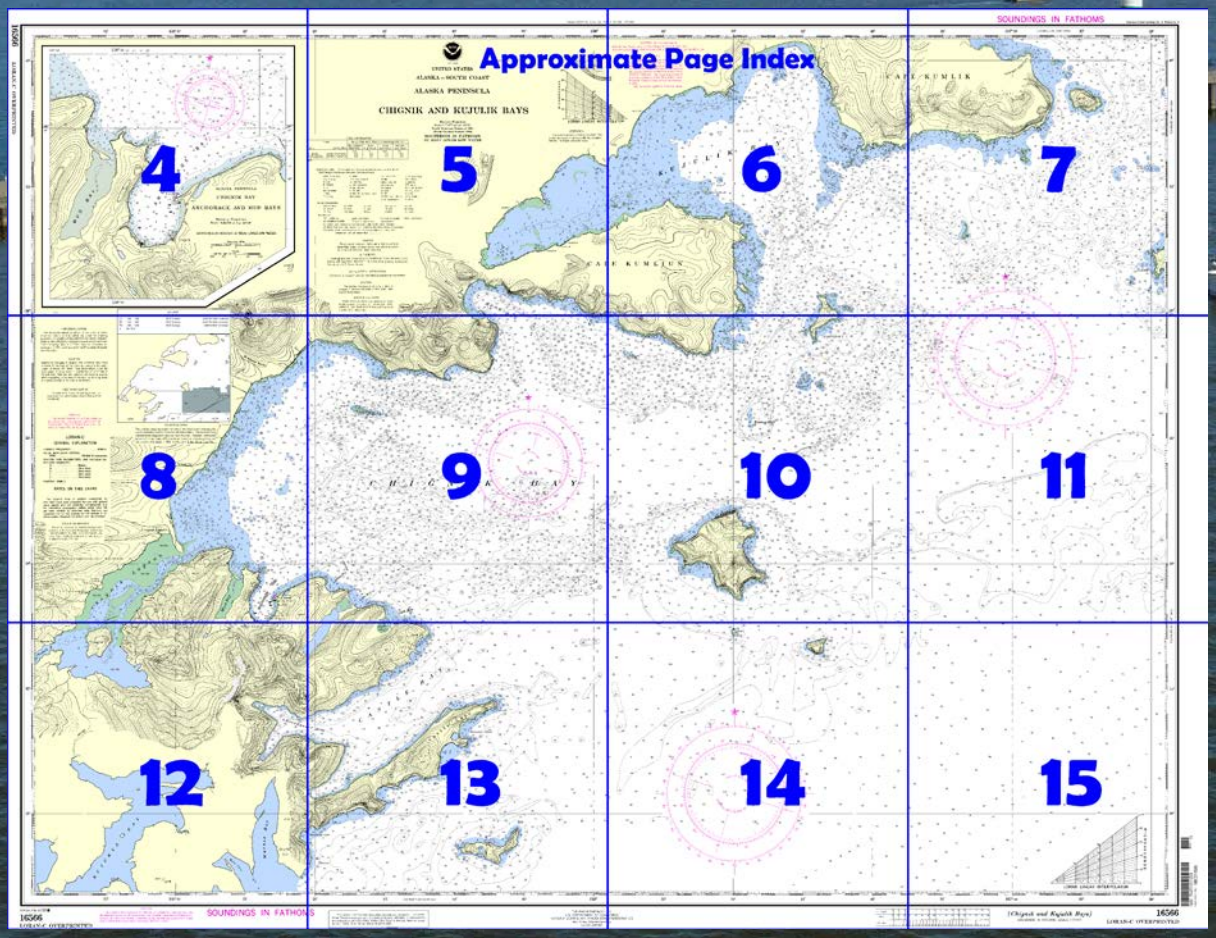
Chignik and Kujulik Bays

NOAA Chart 16566

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

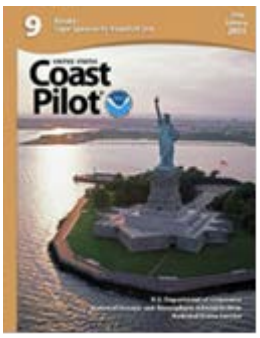
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16566.



(Selected Excerpts from Coast Pilot)
Cape Kumlik (56°38.0'N., 157°27.0'W.), the promontory on the Alaska Peninsula nearest to Sutwik Island, is foul with ledges and reefs along its S shore. Near the E end of the S shore and extending 0.5 to 1 mile S is a group of rocks and islets. From the SW point of Cape Kumlik, ledges and reefs, that break in a heavy swell, extend 2.8 miles SW and obstruct the NE side of the entrance to Kujulik Bay.
Kumlik Island, 0.8 mile off the E end of Cape Kumlik, is 1,053 feet high. The shores are steep and rocky; reefs border its N, E, and S sides. About 3 miles E of the island (see chart 16013) is a lone high water rock. Midway between Kumlik and Sutwik Islands is a rock that bares at half tide, and about 1 mile to the E, are three rocks that bare 3 feet at high water. From the SE end of Kumlik Island on a bearing of **204°**, and at distances of 2 and 3 miles, respectively, are a rock awash at low water and a rock 50 feet high. The latter is particularly valuable as a landmark passage E of Kumlik Island.
Kujulik Bay, entered about 14 miles W of Sutwik Island, is a large open bay that affords good shelter in NW winds. Reefs and rocks fringe the shores of the bay and the entrance is flanked by reefs on each side. The W arm of the bay is shoal for 8 miles from the head. A dangerous 2¾-fathom shoal is near the middle of the bay in 56°36'11.3"N., 157°46'24.7"W. Shoals, rocks, and broken ground are scattered throughout the bay; caution is advised. The best protection from NW winds is in the N part of the bay.
Chignik Bay, about 50 miles W of the Semidi Islands, can be entered from either N or S of Nakchamik Island. The S part of the bay is irregular but deep. Important salmon fisheries are in Chignik Bay.
Anchorage Bay is W of the fourth ridge from Castle Bay, the ridges forming a succession of headlands on the S shore of Chignik Bay. This ridge terminates in vertical bluffs about 200 feet high, and rises to a rounded hill, 1,050 feet high, that is covered with grass and alders. The ridge W of Anchorage Bay is irregular in form, with bluffs at the water. Off the W point are **Eagle Rock**, a large grass-covered rock, 100 feet high, connected with the shore at low water, and a lower rock, 30 feet high, 100 yards farther out. A shingle spit extends SW from the E shore.
Chignik Spit Light (56°18'35"N., 158°23'01"W.), 35 feet (10.7 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the end of the spit.
Anchorage Bay can be easily recognized by the lights of the settlement. In entering, give the spit a fair berth. In thick weather care should be taken to avoid entering Mud Bay by mistake. By following the S shore of Chignik Bay little difficulty should be experienced.
Anchorage is good throughout most of Anchorage Bay, but dragging can be expected during the heavy winds and williwaws prevalent here. If the anchor is on the bottom long some difficulty may be experienced in weighing. Care should be used in anchoring at high tide, for the flats make out for a distance and drop off sharply. An anchorage for small craft is on the E side of the bay near the sandspit, with soft mud bottom. Larger vessels may find good anchorage just outside the bay, about 2 miles NE of Eagle Rock in about 56°21'30"N. 158°21'45"W.
Chignik is a fishing settlement at the head of Anchorage Bay. In 2002, a two-fingered pier in the SW portion of the bay had a 200-foot face with depths of 33 feet reported alongside. The opening in the center of the pier has a 35-ton travel lift. Another pier in the SE portion of the bay has a 160-foot face and depths of 33 feet reported to be alongside. There is a sewer outfall which extends 210 feet beyond the end of this pier and mariners are advised not to drop anchor in the vicinity of the pier. Both piers have dolphins approximately 50 feet from the ends, along the face, to support larger vessels.
N of Chignick on the E side of Anchorage Bay is a small boat harbor. In 2010, 12.2 to 19.5 feet was available in the harbor.
Radiotelephone and radiotelegraph communications are maintained.
Pilotage, Chignik.–Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. The Alaska Peninsula is served by the Alaska Marine Pilots. (See **Pilotage, General** (indexed), chapter 3, for pilot pickup stations and other details.)

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Table of Selected Chart Notes

Corrected through NM Aug. 25/07
Corrected through LNM Aug. 21/07

VEGETATION

The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevation bare.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps fo Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Mercator Projection
Scale 1:77,477 at Lat 56° 25'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.795" southward and 7.654" westward to agree with this chart.

HEIGHTS

Elevations of rocks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

CAUTION

Significant changes in depths and shoreline may have occurred in the area of this chart as a result of the earthquake of March 27, 1964. Tidal observations since the earthquake indicate bottom subsidence of -0.2 feet in Chignik Bay. Mariners are urged to use extreme caution when navigating in the area of this chart as the magnitude of change except at this site is not known.

LORAN-C
GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9990.....99,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary

EXAMPLE: 9990-X

RATES ON THIS CHART
9990-X 9990-Y 9990-Z

The Loran-C lines of position overprinted on this chart have been prepared for use with ground wave signals and are presently compensated only for theoretical propagation delays which have not yet been verified by observed data. Mariners are cautioned not to rely entirely on the lattices in inshore waters. Skywave corrections are not provided.

Note: Local knowledge is recuired to travel south of latitude 56°19'00" N

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	N nun	R TR radio tower
Al alternating	IQ interrupted quick	OBSC obscured	Rot rotating
B black	Iso isophase	Oc occulting	s seconds
Bn beacon	LT HO lighthouse	Or orange	SEC sector
C can	M nautical mile	Osc oscillating	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
	Mo morse code	R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Anchorage Bay	(56°18'N/158°24'W)	8.9	8.1	1.4

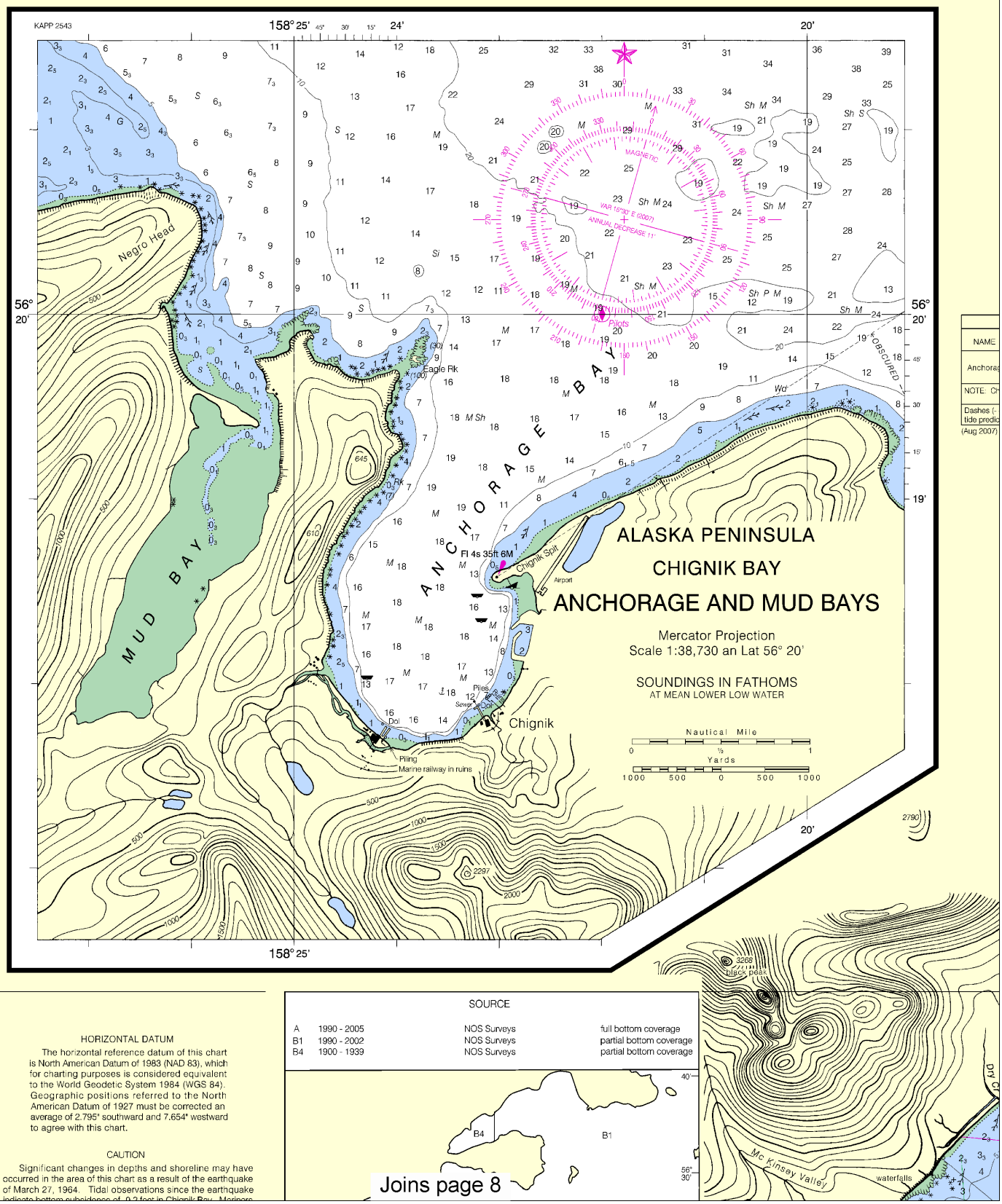
NOTE: Chart was last revised: 5/94, 9/97, 2/99, 11/02. Note: Kujulik Bay no longer exists in database.

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Aug 2007)

16566

LORAN-C OVERPRINTED



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Significant changes in depths and shoreline may have occurred in the area of this chart as a result of the earthquake of March 27, 1964. Tidal observations since the earthquake indicate bottom subsidence of 0.2 feet in Chignik Bay. Mariners

SOURCE

A	1990 - 2005	NOS Surveys	full bottom coverage
B1	1990 - 2002	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage

Note: Chart grid lines are aligned with true north.

Formerly C&GS 8710, 1st Ed., Oct. 1927 G-192

20' 15' 10' 05' 158°

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTH COAST

ALASKA PENINSULA

CHIGNIK AND KUJULIK BAYS

Mercator Projection
Scale 1:77,477 at Lat 56° 25'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

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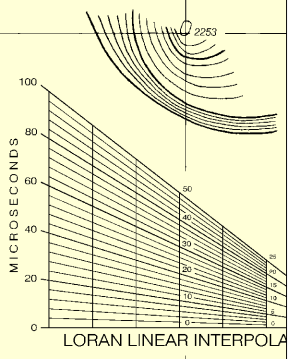

TIDAL INFORMATION

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E	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
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rage Bay	(56°18'N/158°24'W)	8.9	8.1	1.4

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AUTHORITIES

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SUPPLEMENTAL INFORMATION

Consult U. S. Coast Pilot 9 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS

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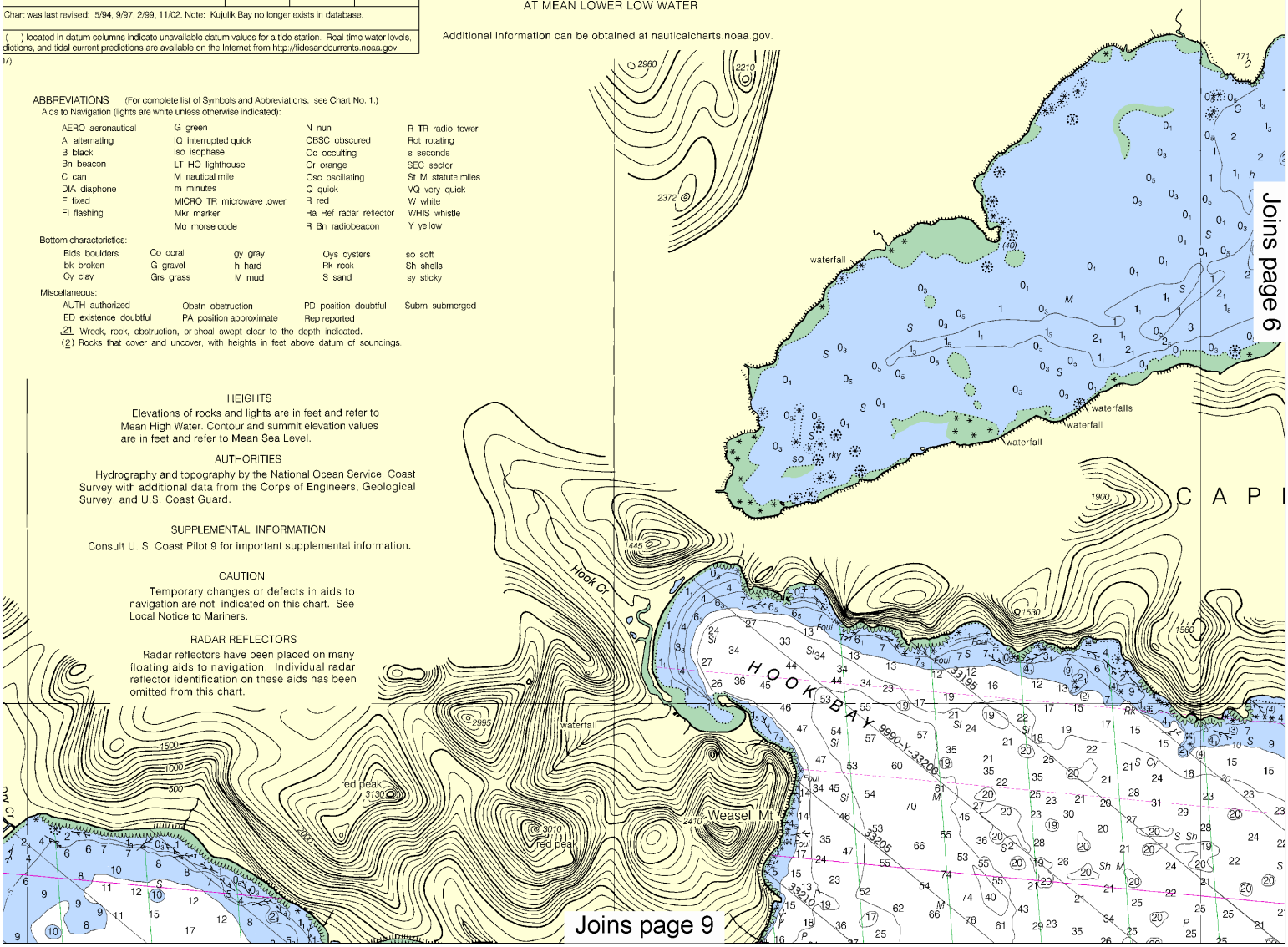
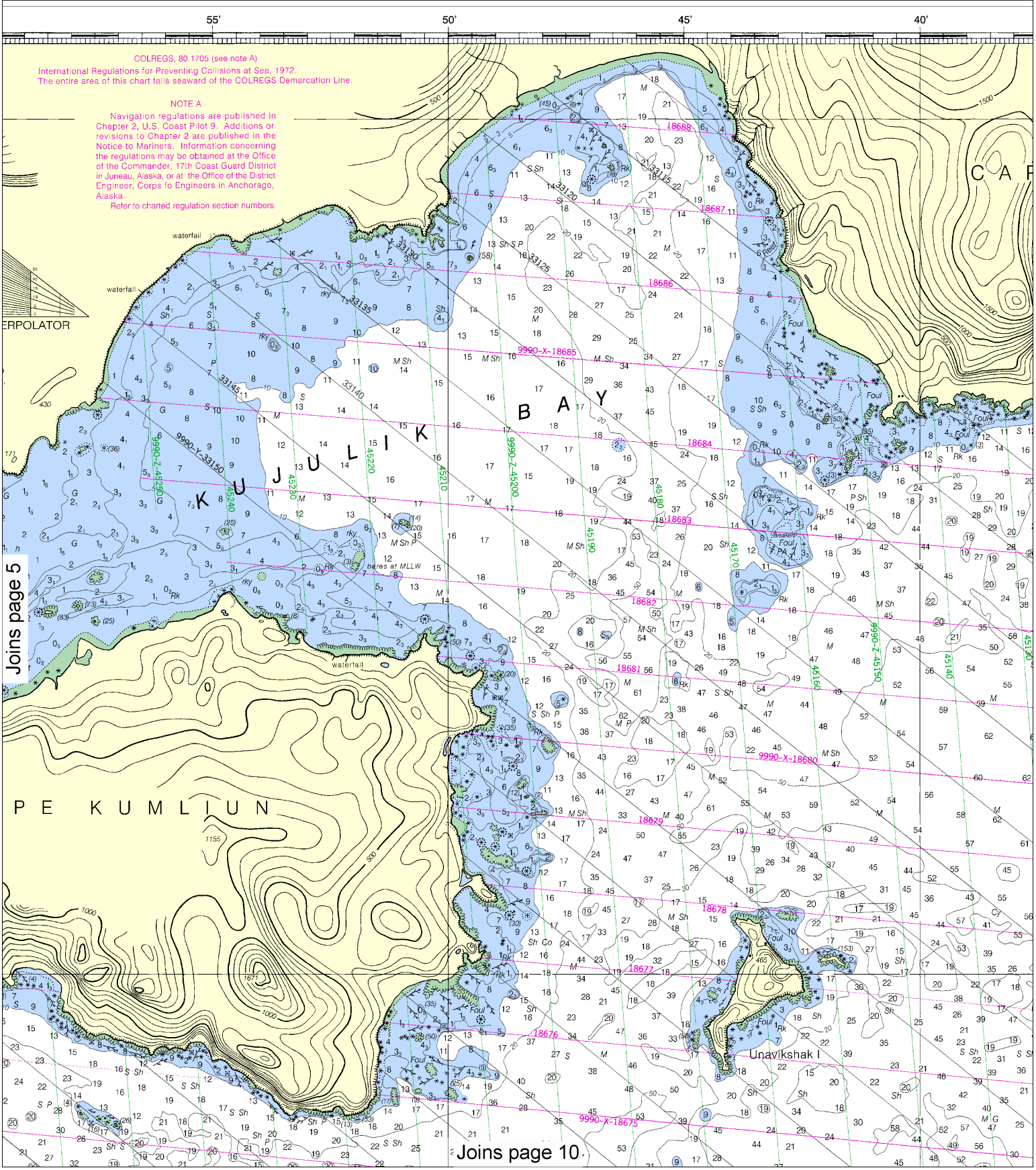
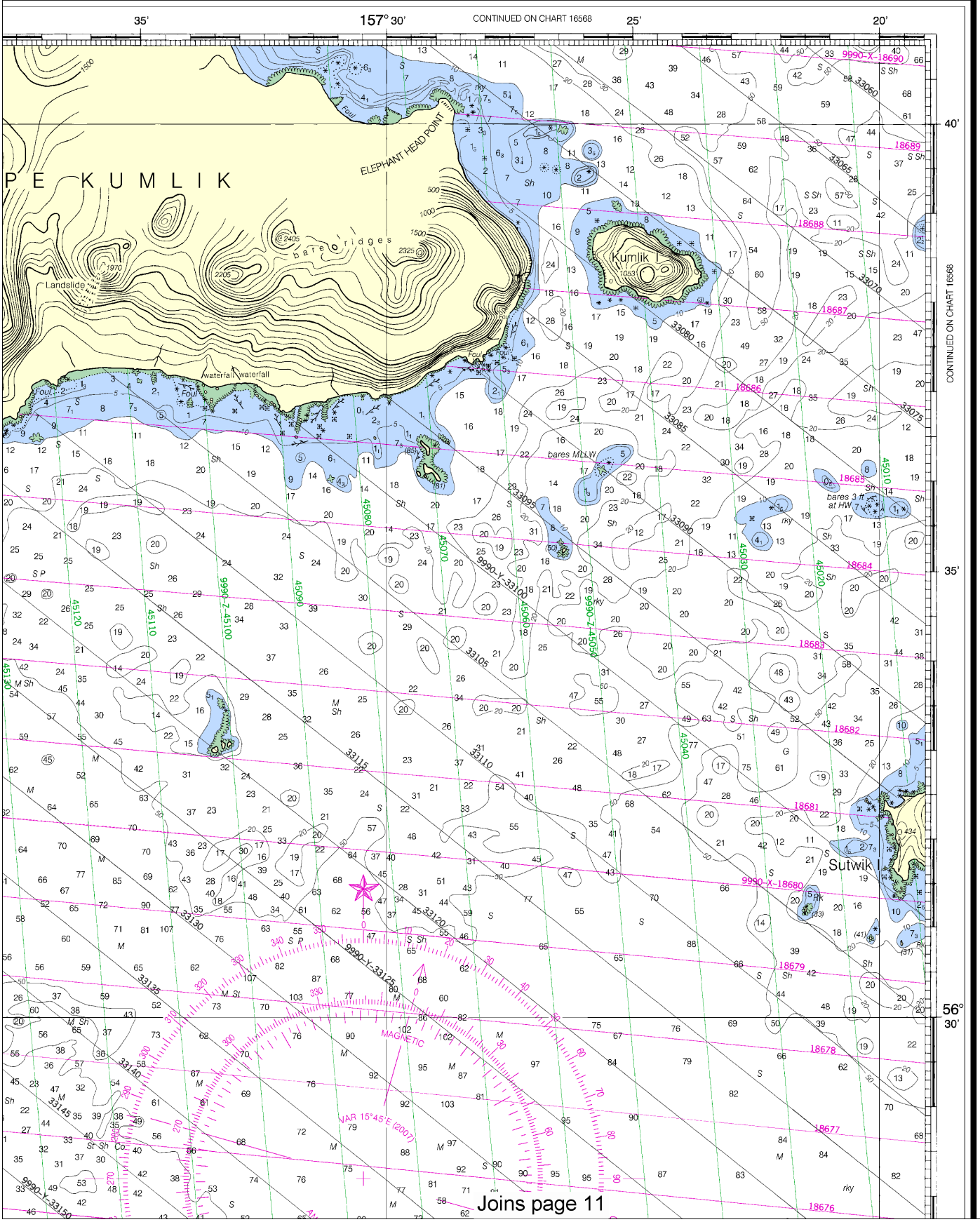


This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:110681. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

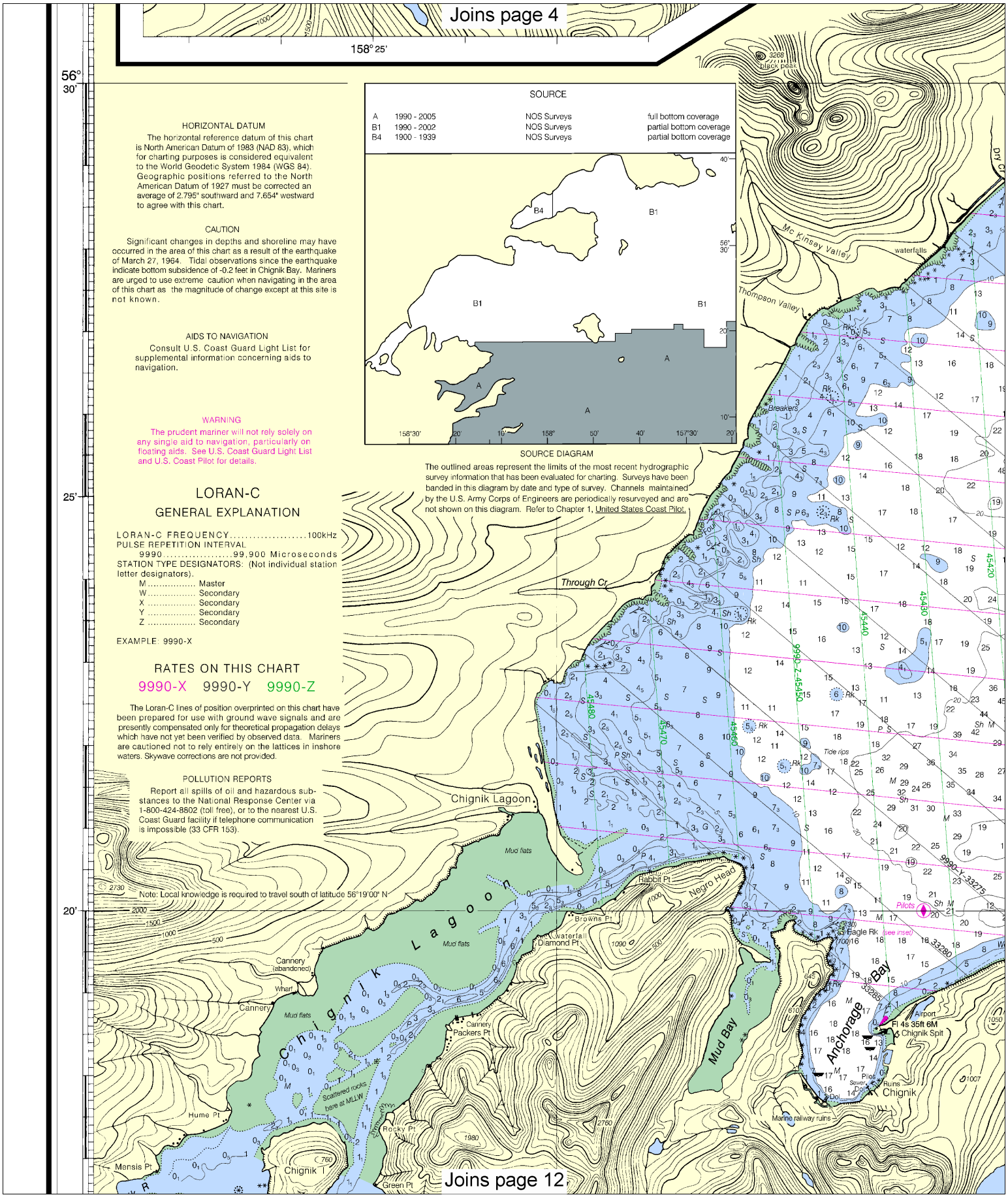


Note: Chart grid lines are aligned with true north.

SOUNDINGS IN FATHOMS



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



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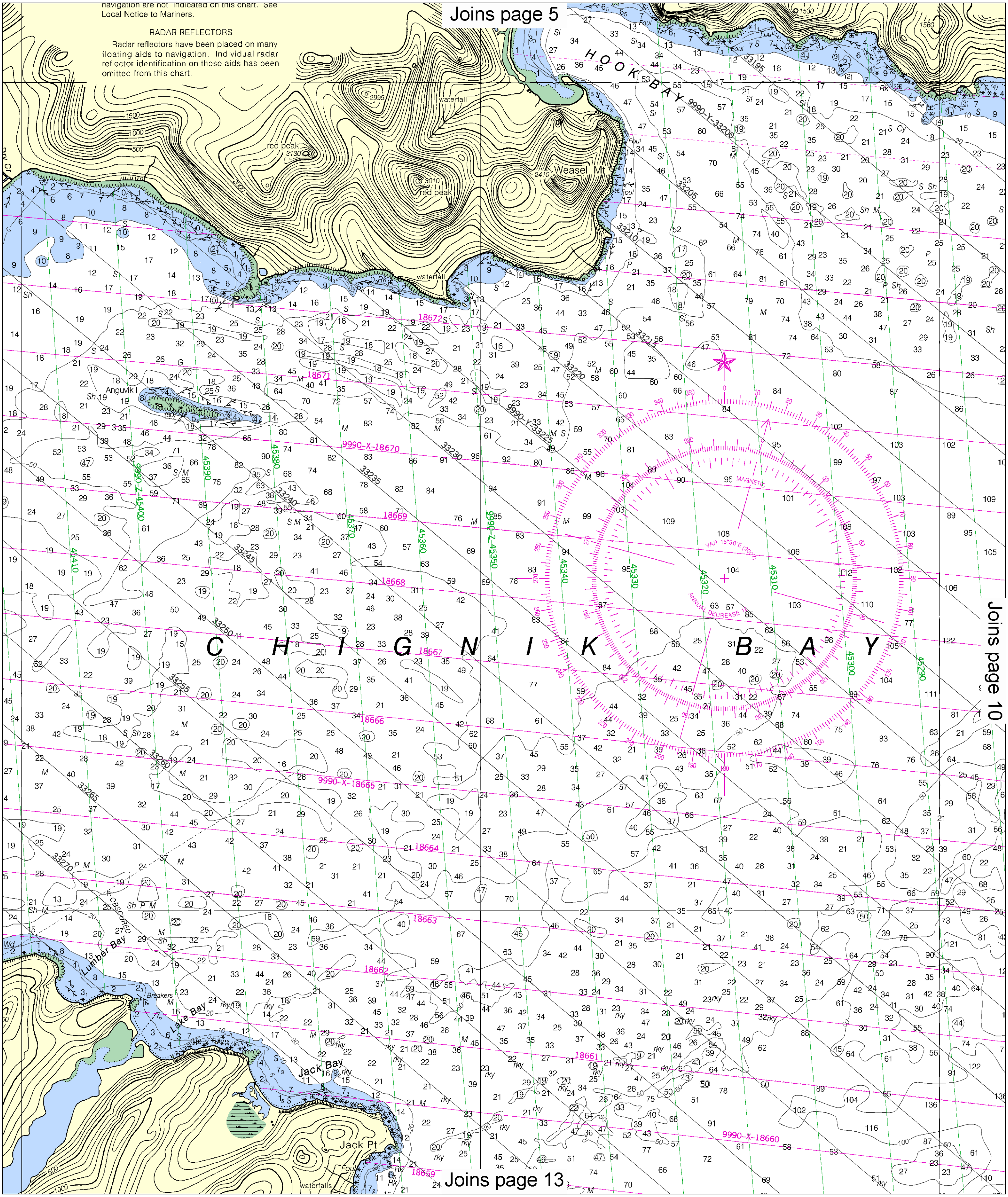
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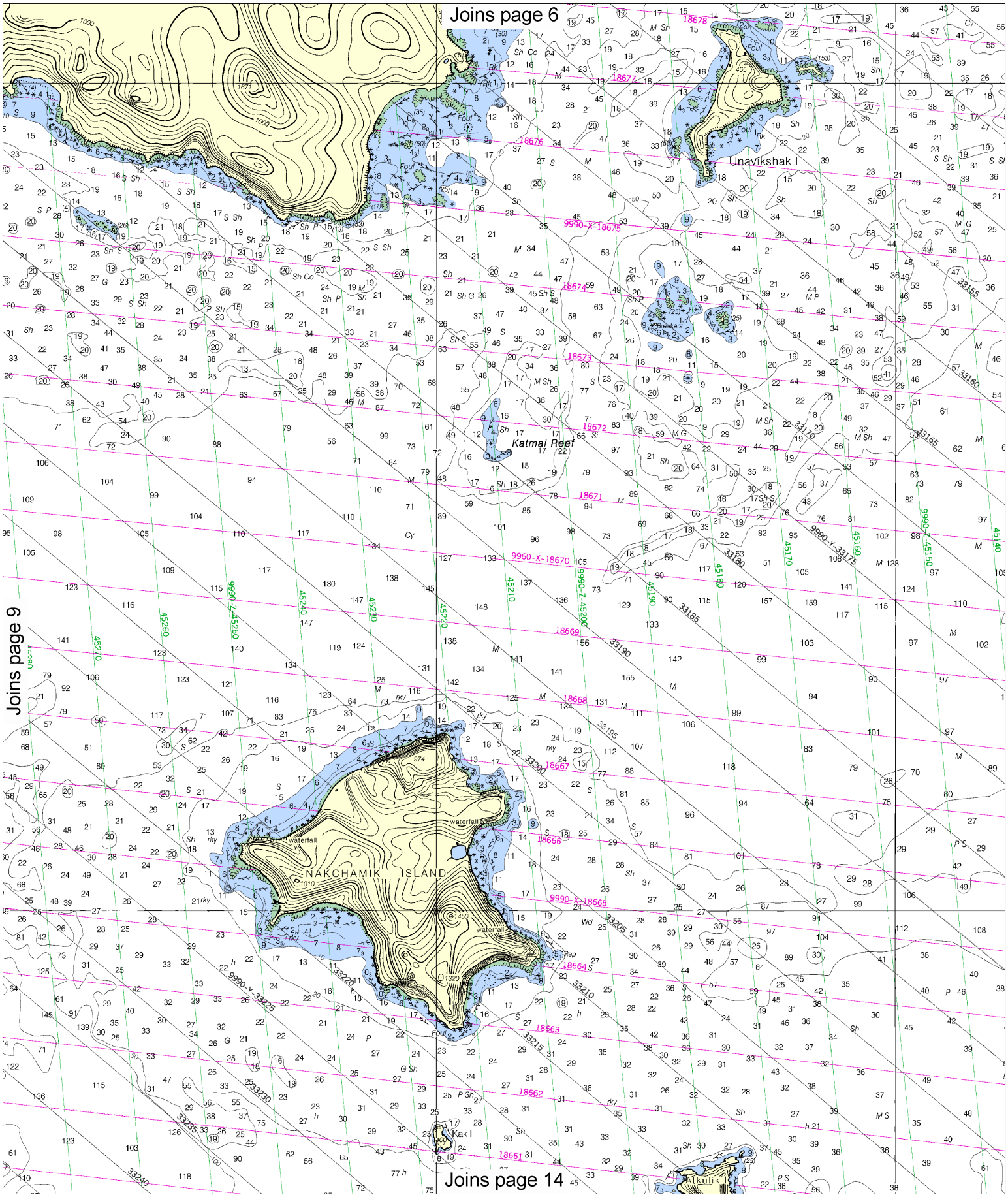
Joins page 5
HOOK BAY
Weasel Mt
red peak
waterfall
Anguvik I
CHIGNIK BAY
MAGNETIC
VAR 15°30'E (2007)
ANNUAL DECREASE
Joins page 10
Lumber Bay
Lake Bay
Jack Bay
Jack Pt
Breakers
OBSCURED
waterfalls
Joins page 13



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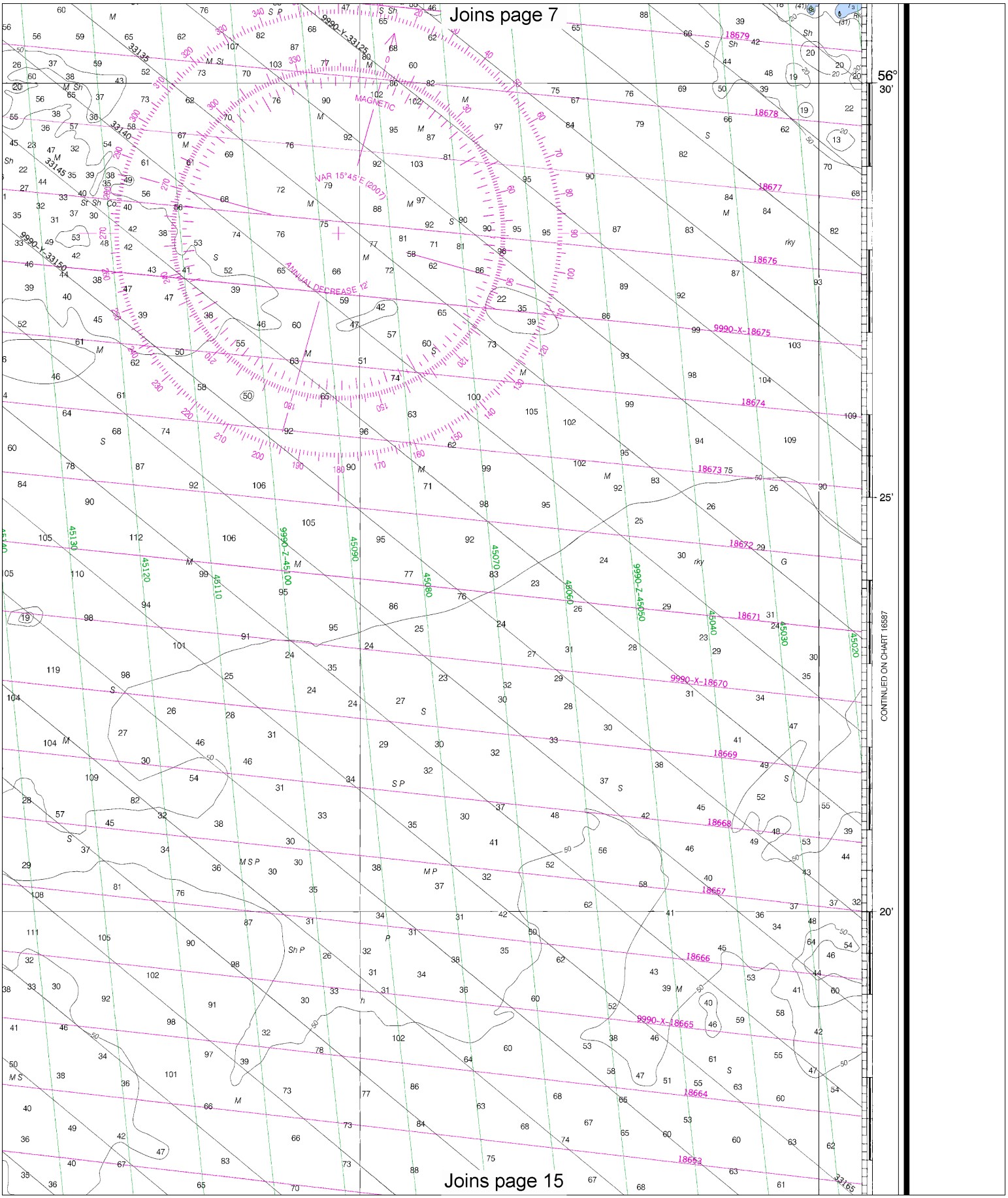
Note: Chart grid lines are aligned with true north.


Joins page 7
56° 30'
25'
20'
CONTINUED ON CHART 16587
MAGNETIC
VAR 15°45'E (2007)
ANNUAL DECREASE 12'
9990-Y-33125
9990-Y-33150
33135
33140
33145
18679
18678
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18676
9990-X-18675
18674
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9990-X-18670
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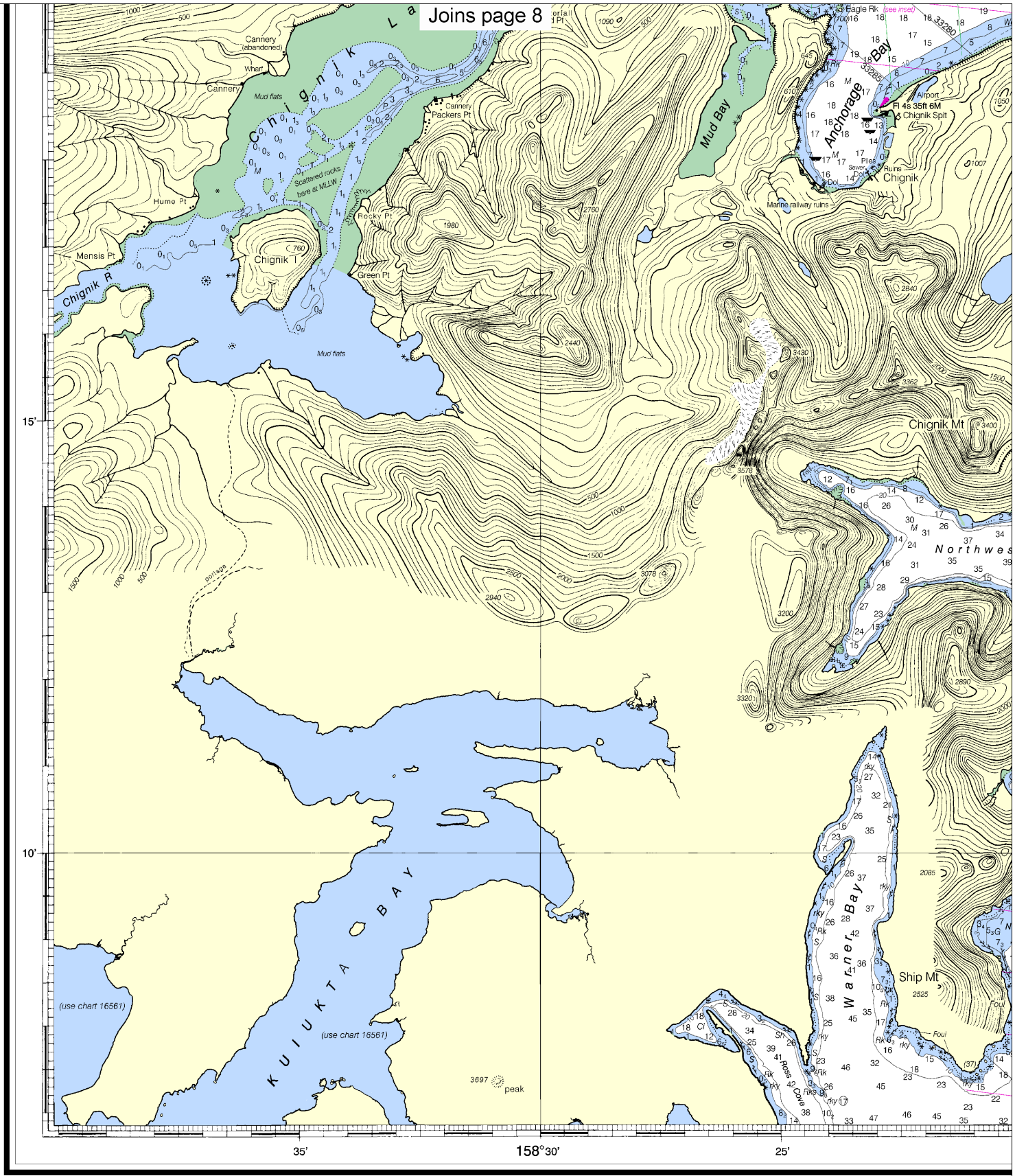


11th Ed., Aug. / 07 ■ Corrected through NM Aug. 25/07
Corrected through LNM Aug. 21/07

16566

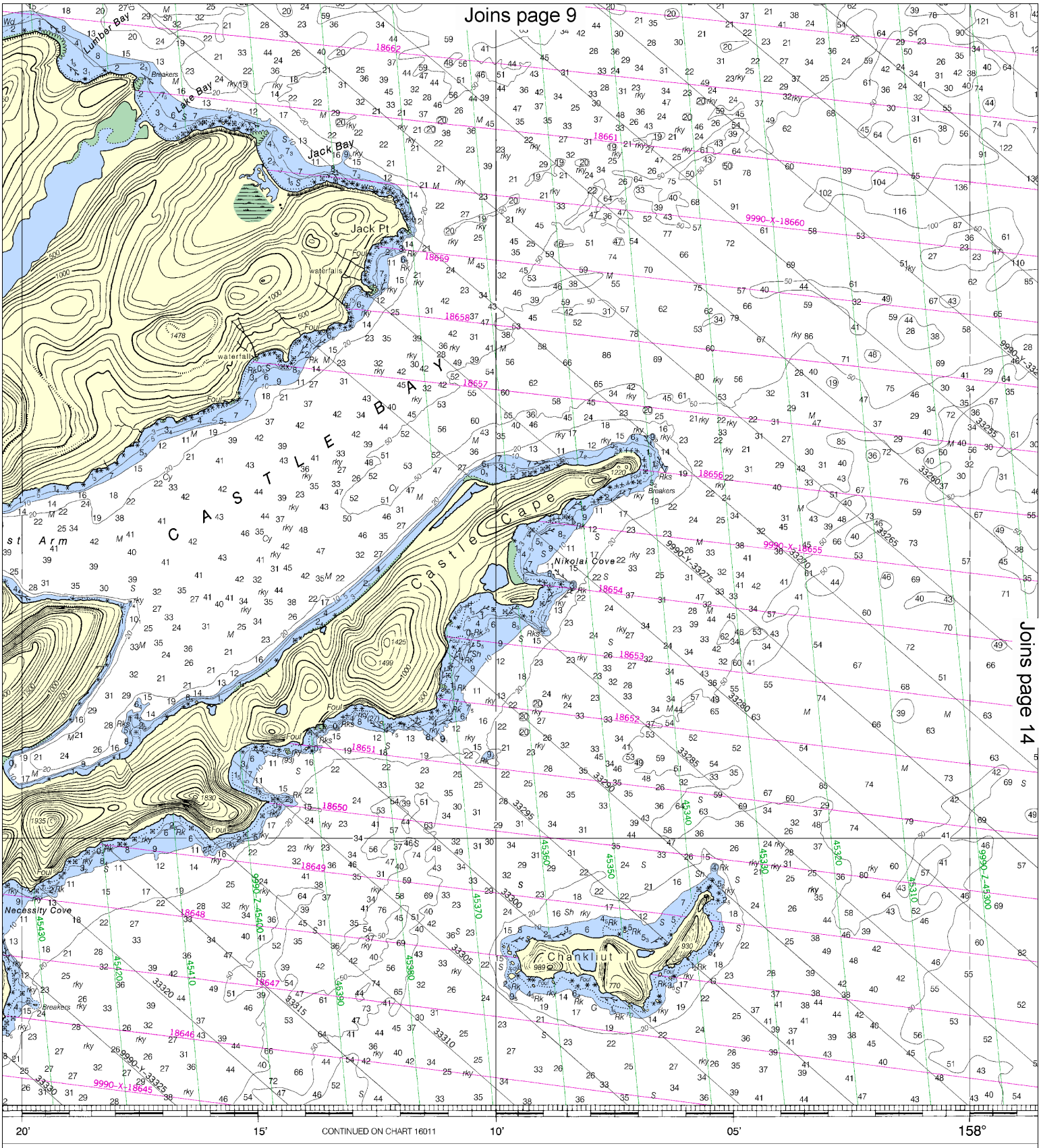
LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

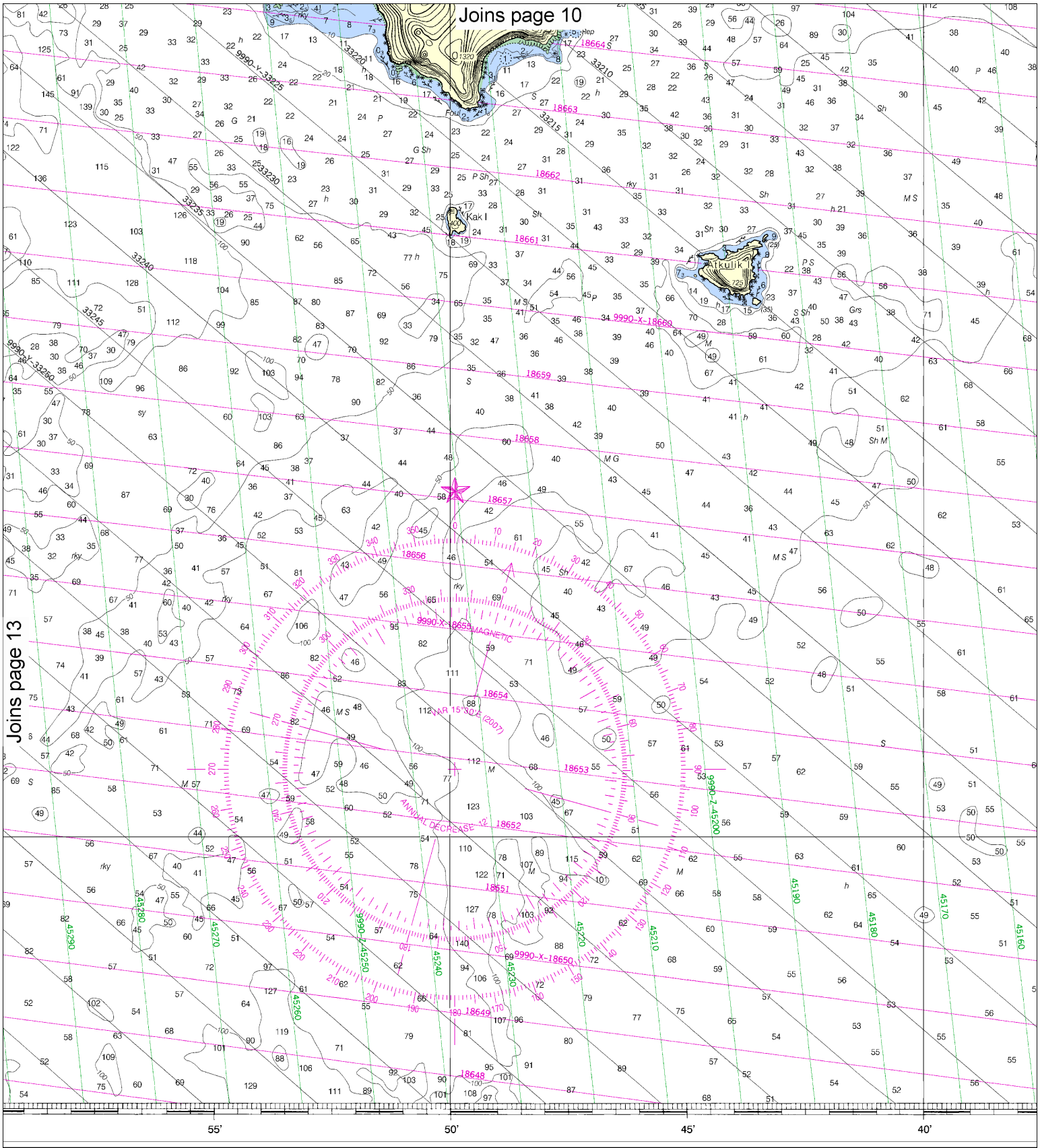
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Note: Chart grid lines are aligned with true north.



SOUNDINGS IN FATHOMS

Published at Washington,
U.S. DEPARTMENT OF COM
NATIONAL OCEANIC AND ATMOSPHERI
NATIONAL OCEAN SERV
COAST SURVEY



shington, D.C.
OF COMMERCE
OSPHERIC ADMINISTRATION
AN SERVICE
URVEY

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

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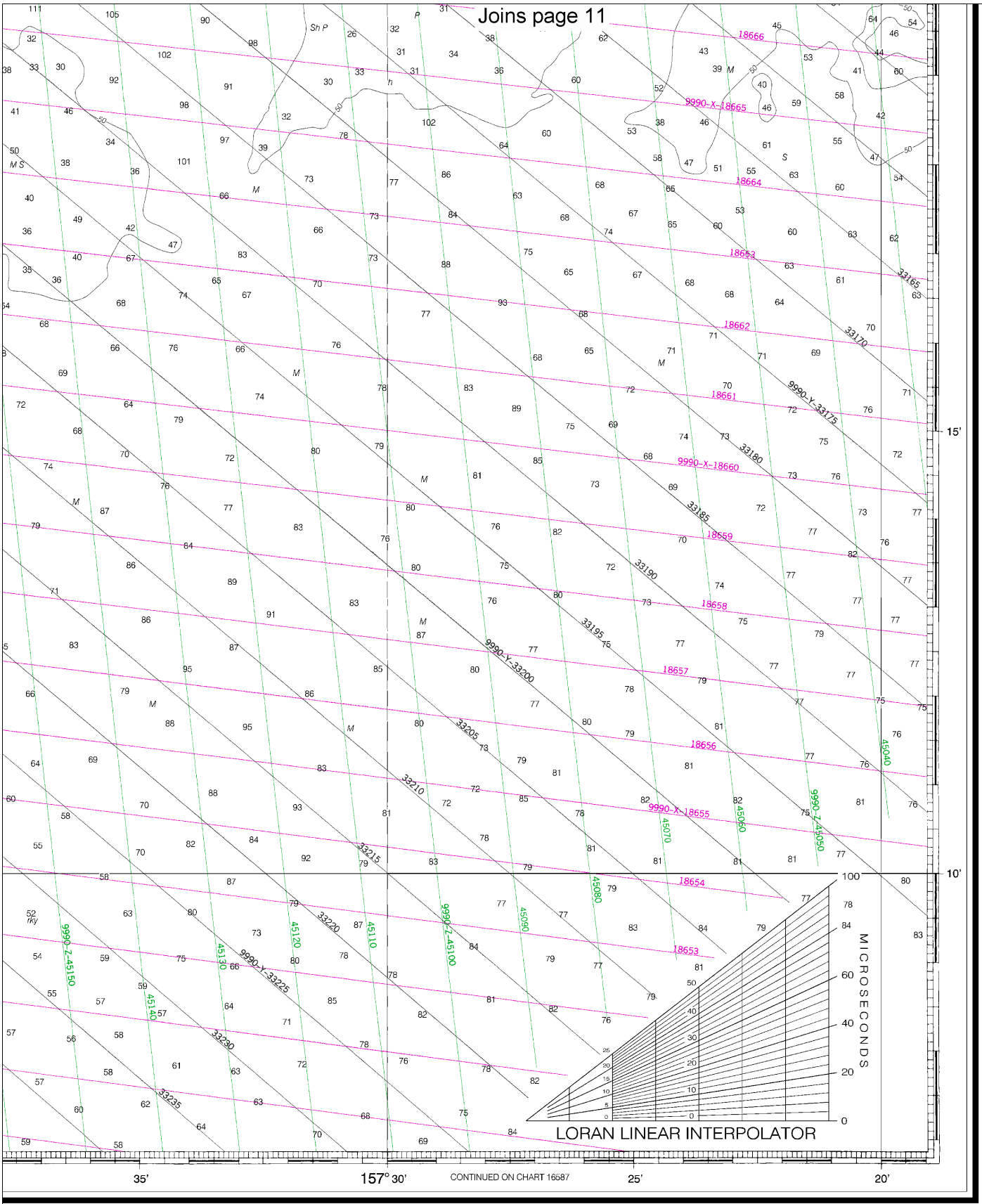

FATHOMS / FEET / METERS

Chignik and Kujulik Bays

SOUNDINGS IN FATHOMS - SCALE 1:77,477

16566

LORAN-C OVERPRINTED

ED NO. 11

NSN 7642014011278 NGA REFERENCE NO. 16BCO16566

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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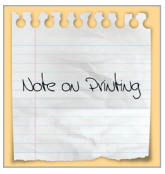

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